



HIGH PLAINS RACEWAY

March 23, 2009 – HPR What’s Happening!

This chapter of “What’s Happening” at HPR is long overdue, not through lack of news but through lack of time. At any point in the past few months, there has always been something (usually many things) far more urgent to attend to, tasks that simply can’t wait. As they say, the devil is in the details, and we have been inundated with details this winter. That said, there has been a tremendous amount of progress made. Here are some of the highlights:

Tire barriers are essentially completed, and the belting covers are installed at the corner stations.

IREA electrical power—is installed in the paddock area and being run to the fuel depot in the northeast paddock.

AMB loops are installed.

Fuel depot—permits are secured and concrete is being poured for the fuel station.

Corner apex curbing—concrete curbing in the apexes should be complete by time you read this.

Corners stations—tarp frames and recycled asphalt floors are completed.

RV pedestals—installation of RV power pedestal serving 26 hook-ups is now underway.

Fencing and gates at multiple locations are installed.

Starter’s stand is built and in place.

Traffic control signs are being installed this week.

Striping along the track edges and in the hot pits is contracted and scheduled to be complete before the first event.

Some serious kudos are in order! Ted Winning is to be commended on successfully managing the daunting task of assembling and arranging ~15,000 tires. This was a winter-long project, and Martin Hickman (PCA) played a key role in this regard, providing and operating the equipment to move the tires around, dig post holes, clean the track, etc. To Ed Shuler, Keith Hall, Bruce Waddell and the rest of the ‘tire guy regulars’: our heartfelt thanks for all your time and effort. Bob Stream and Dave Ruegsegger (SCCA) tackled the task of building the tarp frames for the 16 corner stations, and Arthur Santomango (RMVR), Steve White and Antonio Vargus spread and compacted the 37 tons of crushed asphalt for the bunker floors. John Turner (PCA) brought equipment and bodies to help erect the starter’s stand. Jerry Schouten and son (RMVR, PCA) have lent a huge hand (pun intended), and Darrel Hoffman (Z-Car) seems to be around for just about everything. These are physically difficult tasks and we suspect there was a lot of ibuprofen involved, but everyone who participated can take pride in the contributions they’ve made. That’s what makes it “our track”.

On the down side, we are experiencing delays in obtaining permits to install the Timing & Scoring/Control trailer and the Classroom trailer. This process has taken a few iterations, but we expect the issues to be resolved soon and will get these temporary buildings on line as soon as possible. Ron Sholar (RMVR) and his Sholar Architecture group have donated a lot of time, and their efforts are greatly appreciated.

We’ve made some management changes recently. Glenn Conser is assuming the position of Track Manager, Doug Shaffer will move to marketing of track day programs and advertising, and Ted Winning has officially begun his role as Assistant Track Manager. We believe that this re-alignment was required to optimize the talents of each and will pay dividends in the future.

“First Tracks Day” is set for Saturday, March 28th. This is a special day in the history of HPR, and will honor all the major donors, CAMLC loan program members and significant pro bono contributors that have made HPR a reality. Sunday, March 29th is the first “Lapping Day” at HPR, and is open to all donors—at last look, there was still space available, so get that car or bike out and learn your new track. The racing season is about to start and HPR is ready!

Your CAMA Board,

Glenn Conser
Bob Darcey
Walt Fricke
Don Gruenler
Bill Kephart